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LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 30TH, 1913.

WE published some days ago a table of statistics compiled by the Chinese Government last month showing the number of Chinese residing in foreign countries. A total of between eight and nine millions was shown. Formosa and Siam are supposed to contain three-fifths of this number. Some interesting observations by Mr. Bryce on the problems of South America, in which Chinese emigration plays a part, led us to turn to this statistical compilation. Mr. Bryce says it is impossible at present to give any trustworthy estimate of the number of Chinese who have found their way to the South American Republics, but it is certain that their numbers are steadily increasing. Thus it is estimated by His Majesty's Minister at Lima that the Chinese population in that town alone numbers between fourteen and fifteen thousand, and the wealth and importance of the body may be seen from the fact that the Chinese community at Lima, Iquique, and Quayaquil actually raised nearly a million pounds for the support of the Chinese Revolutionary party during the recent Chinese political crisis. The census returns to which we have alluded give a Chinese population of 182,309 in "North and South America." It is noteworthy that out of the eight millions of Chinese residing abroad not more than three hundred thousand of them have their habitation in Europe, America (North and South) and Australia, yet one of the problems of South America at which Mr. Bryce hints is concerned with Chinese immigration. The United States, Canada, Australia, New Zealand and South Africa

are now closed to Chinese immigration. In the British Empire the only parts which remain open to Chinese entry are India, the Malay States, and the Straits Settlements. China has no longer under American rule access to the Philippines or to Hawaii. On the other hand the increase of population in China presses more and more hard on the means of subsistence while the growth in knowledge renders emigration at once more attractive and easier to undertake. A writer on the subject concludes that it is to South America that the main stream of Chinese immigration must be directed, and the opening of the Panama Canal will greatly facilitate the movement thither, while it will stimulate the need for services of Chinese labourers in places like Chile, Peru, Ecuador, Venezuela and Brazil. The only doubtful feature in the question is considered to be the possibility of action by the United States with a view to inducing the South American Republics to discountenance Chinese immigration. But there seems little reason to suppose that this is a move likely to be attempted, or, if attempted, to be successful. The influence of the North is at present politically on the wane, and it is considered the demand for cheap labour would probably be strong enough to still any arguments against further mixing a population already so composite as on the whole to claim the name of European only by courtesy. In this connection it is pointed out that the inter-marriage of Chinese emigrants with the women of the country combines with the change in physical surroundings to bring about a great change in their mental outlook, which is gradually breaking down "the compelling force of ancestor-worship." Chinese tradition forbids the emigration of women, and the main complaint advanced against Chinese employment in South Africa on moral grounds was based precisely on the fact that though more than fifty thousand Chinese were introduced into the country only two Chinese women accompanied them from their homes in Siam and Chihli. Indeed it was ultimately the difficulty arising from this anomalous position that resulted in the decision of the Boer leaders that Chinese labour could no longer be permitted, since marriages neither with native nor coloured women could be allowed in the case of men, who were all to be deported from the country immediately on the termination of their contracts of service. In South America, in the absence of any law or public opinion against inter-marriage, the Chinese who came without their wives or families have contracted marriages, especially with the native or semi-native races which make up the complicated population of that continent. These marriages, we read, have nearly always resulted in the Chinese becoming "Christian" and thus removing the main cause of the desire to be buried in their native land, since the Christian faith deprecates the more physical aspects of the ancestor worship of the Chinese faith while it affords sufficient continuity in its more spiritual aspect to permit a Chinaman to adopt the new faith without too much striving or discomfort. From these inter-marriages have sprung an important element of the population, just as inter-marriages of Chinese and Burmese have created a new element of the Burmese population, and the Chinese parents are careful to claim at any rate the sons of such unions as Chinese and to foster in them the natural Chinese clan-ship and pride of race. By this means the influence of the Chinese throughout the continent is steadily on the increase. If that be so, we cannot suppose that the Latin States will continue for long to permit the unrestricted immigration of Chinese into their territories, especially if the opening of the Panama Canal leads to a greatly increased movement of emigrants from China to South America.

A boy, aged about 16, has been removed to hospital suffering from injuries received by falling from the roof of the Italian Convent in Caine Road.

For the first time in the history of the Federated Malay States, Mr. Justice Sercombe Smith was presented a fortnight ago with a pair of white gloves at the Seremban Assizes, where there were no cases.

Sir Paul Chater's riding boy was thrown from one of Sir Paul's ponies yesterday at the race-course, and he had to be conveyed to the hospital. It is believed that there are no bones broken, but his ankle is so badly sprained that he will not be seen in the saddle again for many days. So near to the race meeting it is unfortunate for Sir Paul Chater's stable to be left without the No. 1 riding boy, as much depends upon him. Mr. Glendinning narrowly escaped a serious accident when the pony he was riding, owned by Mr. Bruton, dashed through the railings. The rider was fortunate to escape with a severe shaking.

A Lukong's alertness resulted in the arrest of a man who had returned from banishment. Appearing before Mr. Hazeland the undesirable was sentenced to one year's imprisonment and four hours' stocks.

Mr. W. Menke, special representative of the Actien Gesellschaft Fur Anilin Fabrikation of Berlin, is alleged to have committed suicide recently on the hill behind the Tor Hotel, Kobe. It is reported that Mr. Menke has been complaining lately of pains in the head. He leaves a wife and three children in Germany, the eldest boy, eleven years of age, being behind.

A lecture which should prove of more than ordinary interest is to be given by the Rev. G. B. Berry, of Emmanuel Church, Plymouth, at the Seamen's Institute this evening at 8 o'clock. The subject is "The place of Great Britain in Bible history." The reverend gentleman possesses a literary ability which has been generally recognised, and we understand that in his student days in the University he competed successfully for literary honours against the Right Hon. Augustine Birrell, the present Secretary of State for Ireland, who enjoys a reputation for scholarship.

The booking for the Philharmonic Society's production of "Merrie England" on Saturday, February 8th, in the Theatre Royal, is now open. The plan is to be seen at Messrs. Lane Crawford & Co.'s. The concert edition of this popular opera will be given by a chorus and band of 100 performers. "Merrie England" in concert form has achieved perhaps even more popularity than it did as an opera, and concert performances have been given all over England with the greatest success. Just recently it has been performed at the Alhambra and also at Queen's Hall, in both cases drawing large and enthusiastic audiences.

THE HONGKONG AND SHANGHAI BANK.

"A SERIOUS CHARGE."

Our London correspondent writes:—On 8th January, a meeting was held at the Criterion Restaurant called by Mr. W. Forbes Skene, formerly on the staff of the Hongkong and Shanghai Bank in the Far East, in the following circular letter sent to some of the shareholders:—

Private.
DEAR SIR,—As certain matters which gravely affect the interests of the shareholders of the Hongkong and Shanghai Banking Corporation have recently come to my knowledge, I have resigned my position in the Bank in order that I may place the position of affairs before you. I therefore, respectfully request you to be present at the Victoria Hall in the Criterion Restaurant on January 8th, at 2.30 o'clock.

I am inviting the management and the Bank's lawyer to be present to defend the serious charge I propose to make.—Yours faithfully,

W. FORBES SKENE.

Why the invitation was sent to some of the shareholders and not to others Mr. Skene may probably know, but of my own acquaintances whom I asked the much larger number, like myself, did not receive the circular. As, however, I happened that day to be lunching in Pall Mall and passing close to the place of meeting on my way back to the City curiosity induced me to look in. I found about thirty or forty persons present. There was no Chairman. The proceedings were opened by Mr. Henderson, of Messrs. Stephenson, Harwood & Co., solicitors to the Bank, asking Mr. Skene's permission to say a few words. That being granted he explained that Mr. Skene had been eighteen or nineteen years in the service of the Bank and early in 1911 had come here on a year's furlough. In January, 1912, he sent in his resignation. Mr. Henderson said he knew nothing of what charges Mr. Skene intended to make and was there not to refute them but merely to watch the proceedings.

Mr. Skene then read some correspondence between himself and Mr. Addis, the London manager, in which he claimed a retiring allowance which was not granted. The meeting showed some irritation at this, a shareholder saying that it appeared to be a matter between Mr. Skene and the Bank which he did not think justified the calling together of the shareholders. Mr. Skene, however, proceeded to make some statements about an alleged secret reserve fund and about some heavy losses which he said the Bank had sustained, and contended that the dividends lately paid had not been justified.

A shareholder then moved that the meeting, having heard Mr. Skene's statement, desired to express its confidence in the management of the Bank. This was carried with one dissentient and the meeting terminated.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURKEY AND THE BALKAN STATES.

THE PEACE DELIBERATIONS.

LONDON, January 29th.

The Delegates of the Allies after a prolonged conference approved and signed the Note to be presented to Turkey, but the date of its presentation has not been fixed.

A later message states that the presentation of the Note was left in the discretion of the senior delegate. It will probably be presented on Wednesday.

The Delegates consider that the presentation of the Note will end their mission in London. M. Venizelos and most of the others leave this week.

The Note does not mention the termination of the armistice.

LATER.

Although the presentation of the Allies' Note to-day marks a definite rupture of the Conference of the Diplomats in London, there is still hope that a renewal of the war can be avoided, owing to Turkey's grave position.

TURKEY'S ATTITUDE.

A Constantinople message states that Mahud Shekfat, the new Grand Vizier, interviewed by Reuter's correspondent, said: "Peace is certain if Europe makes it possible for us. We do not come with power to defy Europe, but to appeal to her conscience. We will only draw the sword if compelled to choose between war or the reprobation of the Mohammedan opinion of the world."

Information from Constantinople indicates that the Ottoman troops are not fit to take the offensive. The new Cabinet will probably be compelled to make peace on terms not dissimilar to those proposed by Kiamil Pasha.

It is rumoured in Vienna that Ahmed Abuk Pasha and the Fourth Army Corps are marching towards Constantinople to avenge Nazim Pasha's death.

DISQUIETING NEWS FROM ROUMANIA.

The attitude of Roumania is again disquieting. It is announced in Bukharest that the claim for the possession of Silistra is not abandoned. If Bulgaria does not reply definitely by Thursday the Government will decide on a course of action.

A ROUMANIAN LOAN.

The Government of Roumania has contracted for a loan of six million sterling from a German syndicate.

NAVAL MOVEMENTS.

A message from Gibraltar states that the British cruiser *Argyll* has been ordered to proceed eastward.

A Toulon telegram says that a Squadron of four battleships and cruisers, which had only just returned, has been ordered to get in readiness to leave for the Near East at a moment's notice.

HOME RULE BILL IN THE LORDS.

LONDON, January 29th.

On the resumption of the debate on the Home Rule Bill in the House of Lords on Tuesday Lord St. Aldwyn pointed out that the financial provisions of the Bill encouraged extravagance and made it in the interest of the Irish Government to avoid a surplus lest it lead to the revision of the financial arrangements, or even to demand a contribution from Ireland.

THE BOXER INDEMNITY.

LONDON, January 29th.

Sir Edward Grey, replying to Mr. Douglas Hall, in the House of Commons, said the British share in the Boxer indemnity had been assessed on the basis of the actual expenditure. If it were eventually found that there was any surplus it would be returned to China unconditionally.

MOTOR SHIPPING ENTERPRISE.

LONDON, January 29th.

A Company, with a capital of £1,000,000, has been formed under the chairmanship of Sir Marcus Samuel to build motor ships. Contracts for 6,000-ton cargo boats have already been placed with the Company.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BARBARIY IN CHINA.

LONDON, January 29th.

Commenting on a letter from its Peking correspondent, showing that the opium traffic is again steadily increasing in many Provinces and referring to the difficulties of suppression and the methods adopted to enforce the decree, the *Times* says that Great Britain is anxious to assist China in her laudable endeavours, but she never expected to find herself associated with such ruthless acts as the execution of obscure peasants. These judicial excesses were alienating sympathy from China and creating dismay abroad. The *Times* reluctantly shares the belief that the present Chinese Government is unable to suppress the opium traffic. It declares that the stopping of the sales at Calcutta and Bombay will not ease the financial crisis, and trusts that some equitable and honourable solution will speedily be found. The wholesale violation of the agreement has done more than anything to convince public opinion in Great Britain that the Central Government at Peking is paralysed. India must be aware that the lack of foresight in spending the recent surpluses is about to embarrass her finances very greatly. The Anti-Opium League had the melancholy satisfaction of learning that its efforts had mainly assisted the replacing of Indian opium by the far more deleterious indigenous product, and the only consolation is that the British Empire will soon be rid of the obnoxious traffic. But somebody will have to pay.

DISAPPOINTED SUFFRAGETTES.

SENTENCES OF IMPRISONMENT.

LONDON, January 29th.

Mrs. Despard, who was arrested on Monday night while attempting to address a meeting in Trafalgar Square, was brought up at Bow Street Police Court on Tuesday, and sentenced to fourteen days' imprisonment in the second division. The Suffragettes in the court created a wild uproar, and were ejected in disorder. Other suffragettes received similar sentences, and all refused to pay their fines.

Three Suffragettes were arrested at Dublin for breaking the Castle windows. They were each sentenced to one month's hard labour. They broke sixteen panes.

WAITING FOR MR. LLOYD GEORGE!

Mr. Lloyd George having written expressing his regret that he was unable to receive any Suffragette deputation, but would be glad to receive any written representation, the Suffragettes replied, reminding him of his promise to see a deputation when the fate of the Suffrage Bill had been decided. They say that they would wait for him in the House of Commons on Tuesday night.

A deputation consisting of a score of Suffragettes applied at the entrance of Parliament to see Mr. Lloyd George. On the latter declining to receive them they refused to leave the building and collided with the police. Mrs. Drummond and several others were arrested. Subsequently several arrests were made at Whitehall for window smashing.

WHOLESALE ARRESTS.

LATER.

Thirty Suffragettes were arrested last evening. Several shop windows were broken in Regent and Oxford Streets. Though it is described by prominent leaders of the Suffragette movement as the opening episode of guerrilla warfare, last night's demonstration was somewhat spiritless. This was probably due to the rain, and the fact that the House of Commons rose two hours earlier than usual.

Suffragettes wandered aimlessly about Parliament Square, the police moving on the spectators. A few, mostly hooligans, jostled and jeered the women, who took refuge in taxis and omnibuses or were protected by police.

OBITUARY.

LONDON, January 29th.

The death is announced of Senor Moret, an ex-Premier of Spain.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SUBMARINE LIEUTENANT DROWNED.

LONDON, January 29th.

Lieut. Meryon, R.N., commanding a submarine, was washed from the conning tower as the vessel was entering the Firth of Tay in a heavy sea, and drowned.

AN ECHO OF THE TRAMWAY BOYCOTT.

Two Chinese were brought before Mr. Hazeland at the Magistracy yesterday charged with offences in connection with the recent boycott against the Tramway Company. The first charge alleged that they had been in possession of written papers calculated to induce persons not to deal with the Tramway Company, the second alleged that they had been in possession of written papers calculated to interfere with the administration of the law by importing arms, etc., into the Colony, and the third charge alleged that they had attempted to incite persons to use intimidation towards those who would otherwise have used the trams.

Mr. Gardiner appeared for one defendant and Mr. Shenton appeared for the other.

The hearing was postponed until next week. Both solicitors asked for a reduction of bail, \$5,000. The police were prepared to consent to bail of \$1,000 each and an application for further reduction was refused.

A NEW SOLICITOR.

Mr. Hang Kam Kwintong Woo, a solicitor, who arrived from England on January 10th under agreement with Mr. G. K. Hall Bruton, was yesterday formally admitted to practice in the Supreme Court of Hongkong by the Chief Justice, Sir W. Rees Davies.

The Attorney-General said—May it please your Lordship, I beg to move the admission as solicitor of Mr. Hang Kam Kwintong Woo. Two affidavits have been filed. The first is by the applicant himself. It shows that he was admitted a solicitor in England, on the 1st April, 1912, and states that he is the person shown in the certificate of admission. The other affidavit is by Sir Kai Ho Kai, and on his affidavit of identification he says he has been well acquainted with the applicant for upwards of twenty years. I have seen the papers. They are in order, and I beg to move the formal admission of this gentleman.

The Chief Justice—Mr. Woo, I have much pleasure in admitting you to practice in this Colony and I hope your career here will be most successful.

INTERPORT FOOTBALL TRIAL.

HONGKONG v. D.C.L.I.

On the ground of the Hongkong Club last evening the D.C.L.I. opposed a team composed of the players who will represent the Colony in the Inter-Port matches at Shanghai next week. Unfortunately, no fewer than four of the men were unable to turn out, and the team was in consequence considerably weakened. The game was contested throughout in the best spirit, and play was very even, the soldiers giving a far better exhibition than on the occasion of the previous meeting of the teams. Nothing was scored in the initial half both defences being very alert. The second half had not been long in progress before Swann saved excellently from the Cornishmen's left half, but just afterwards one of the soldiers was left with an open goal, and he gave the keeper no earthly chance. The men for Shanghai took matters rather calmly, and, not unnaturally, took few risks. The forwards kept "potting" away at the "Pasties" charge, but they could not equalise, and the game ended in a win for the D.C.L.I. by the only goal scored.

THE MAGISTRACY.

Sergt. Brown charged four Chinese with gambling at Yau-mat. The first defendant was fined \$75 or one month's hard labour, and the other men were fined \$1 each or two days.

Inspector O'Sullivan proceeded against a Chinese for attempted housebreaking and robbery. It was stated that the man, who himself kept an eating-house, was discovered in the act of breaking into another eating-house at Hungghom. Mr. Hazeland said it was a peculiar case, and he would bind the defendant over to come up for judgment when called upon.

Dr. John R. Mott has arrived in the Colony on a tour of the principal parts of Asia, where he has instituted a chain of twenty conferences of the leaders of the forces of Christianity.

SUPREME COURT.

Wednesday, 29th January.

BEFORE THE CHIEF JUSTICE (SIR W. REES DAVIES, K.C.) AND THE JUSTICE (MR. H. H. J. GOMPERTZ).

CONTEMPT OF COURT.

Soye Matsushima, of 14, Queen's Road Central, the printer and publisher of the Japanese newspaper, the *Hongkong Nippo*, appeared before their Lordships with reference to the rule nisi which had been issued against him for the publication of certain articles in his newspaper concerning the forged bank note case which were alleged to constitute contempt of Court.

Mr. Jenkin, instructed by Mr. J. H. Gardiner, appeared for the applicant, and Mr. Eldon Potter, instructed by Mr. Shenton, of Messrs. Deacon, Looker, Deacon & Harston, appeared for the respondent.

Mr. Jenkin said that he was instructed to say that subject to their Lordships' discretion in the matter that if an apology be given to the persons for whom he appeared, and that that apology appeared in the papers, and that what he asked in the matter of costs, the costs of those proceedings, they would leave whatever further punishment might be considered necessary entirely in the hands of their Lordships.

The Chief Justice observed that it was a matter for the Court. The apology was to the Court. Therefore it was necessary that the Court should know what the contempt alleged.

Mr. Potter said that he proposed to detail the alleged contempt to their Lordships, but before doing so explained that he was in a position of difficulty with regard to the offer made by his friend. The offer was one which any Counsel would be inclined to accept, but it was difficult to accept it because it was doubtful whether any contempt had been committed at all.

The Puisne Judge asked if the articles did not assume the guilt of the persons charged.

Mr. Potter replied that that was so, but he would detail a number of facts which would show that this was no ordinary contempt, and that an apology and an expression of regret ought to be sufficient, coupled, of course, with an undertaking that no such alleged contempt should again appear in the paper.

In reply to the Puisne Judge, Mr. Potter admitted that the whole basis of the application was that the articles which had appeared in the journal tended to prejudice the fair trial of the defendants. Counsel then quoted the alleged contempt as set forth in the affidavits. The writer referred to the arrest of a number of Japanese for having been in possession of forged bank notes, and expressed his disapproval of the disgraceful conduct of these Japanese in so doing and proceeded to say, "We feel it our heavenly duty to punish these rascals with our pen." Evidently, added Mr. Potter, the editor of this paper thinks his sanction comes from a very high authority indeed. The writer also remarked, "There is no doubt about their being criminals," and "looked at from the point of Japanese law they are clearly guilty."

The Chief Justice remarked that those paragraphs prejudged the case.

Mr. Potter admitted that that was so. The Chief Justice added that in the light of those statements he did not see how Mr. Potter could submit that there was no contempt.

Mr. Potter replied that he would give certain facts which he thought would show that the case might be met by an apology and by an undertaking not to publish such paragraphs again in the paper. There was no reflection in the articles upon the Hongkong Court. The writer meant that the matter had an international bearing, and the policy of the journal was to foster friendly relations between the Chinese and the Japanese.

The Chief Justice—The motive which prompts the writer of the article may be taken into consideration in regard to punishment, but it does not affect the question of contempt.

Mr. Potter said he was not submitting that there was no contempt, but as certain Chinese papers had suggested a boycott against the Japanese for having introduced those forged notes, the editor had thought it his duty to point out in his paper that so far as the Japanese were concerned there had been no attempt to import forged notes into Kwangtung. Counsel then quoted from the articles at length.

The Puisne Judge—He could have said all that if he had used the word "if."

Mr. Potter—If he had been more skilled in the law he could have put all these things hypothetically.

The Puisne Judge—He has suggested that they are guilty.

Mr. Potter—It was his intention to show that the Japanese had no desire to import forged bank notes into China.

The Chief Justice—You allege that this man, who is the editor of the paper, is ignorant of the law?

Mr. Potter—Yes.

The Chief Justice—I should have had an affidavit to that effect.

Mr. Potter—The man is here. I am prepared to put him into the box.

Further discussion took place as to whether the articles written would prejudice the trial, Mr. Potter contending that as they were written in Japanese and the paper had only a circulation of about 200 copies that could not be so, but the Chief Justice pointed out that no matter in what language such comment appeared it would be contempt of Court.

The Chief Justice asked the respondent to step forward, and when he stood before him his Lordship addressed him as follows:—You have committed what according to the law of England generally is a serious offence, inasmuch as you have published a series of articles in your newspaper dealing with a question now before the Courts of the Colony. The Court recognises that you may have been moved by a motive of exposing the misconduct of your co-patriots and your desire to dissociate your newspaper from what you deemed to be the illegal actions of these men. We also recognise that it is possible you are ignorant, or more or less ignorant, of the offence you committed and possibly you did not know that, in publishing these articles, you were committing a very serious offence against the laws of the Colony. Your learned Counsel has asked the Court to take a lenient view of your position. The learned Counsel who is moving against you acquiesces in that. The Court, however, desires it to be known that people who commit contempt of Court in future by publication of any articles regarding matters before the Courts will be severely dealt with. We order you to insert an apology to this Court for the publication of these articles, in two Chinese papers and in your Japanese paper, and that you give an undertaking to the Court not to repeat, or in any way to publish articles of any similar character in the future, and that you pay the costs of these proceedings as between solicitor and client. (To Mr. Potter)—Give instructions that these are carried out regarding the apologies.

Mr. Potter—Yes, my Lord.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR W. REES DAVIES, K.C.)

MANDAMUS AGAINST THE BUILDING AUTHORITY.

Mr. Eldon Potter, instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes & Master, made application for an order calling upon the Building Authority to show cause why a writ of mandamus should not issue against him to approve of certain amended plans in respect of Section C of Inland Lot No. 797 submitted to him on the 2nd December last by Messrs. Palmer & Turner, on behalf of Lo Chap Shan in connection with the erection of four European houses and eight Chinese houses, or in the alternative the Court should make such order, as it saw fit to make under section 285 of the Public Health and Building Ordinance. He explained that under the section quoted where a person was dissatisfied with the decision of the Authority he was entitled to appeal to the Governor-in-Council, but a subsequent section gave liberty for a person to apply to the Supreme Court for a mandamus or injunction instead of appealing to the Governor-in-Council. The facts of the case were set out in the affidavits, from which his Lordship would gather that certain plans had been submitted to the Building Authority, who had refused to approve of them. Counsel had only to make out a *prima facie* case at the moment, and he would give his Lordship one example of the attitude of the Building Authority. Reference to section 188 sub-section 5 of the Ordinance would show that it was provided that no building should exceed 76 feet in height above the level of the street, and no domestic building was to be erected without the permission of the Board if it exceeded four storeys in height. The building in question did not exceed 76 feet in height, but as a matter of fact they had a basement and four storeys. The Building Authority asserted that a basement constituted a storey, and the proposed building having therefore five storeys, the plan could not be approved. The basement at the most was only 8 feet 6 inches in height, and if his Lordship would refer to the definition of storey he would find that a storey did not include any space which was of less than nine feet in height.

His Lordship—There is a clear issue at law stated in the correspondence?

Mr. Potter—Absolutely, my Lord.

The application was granted.

FORENSIC ELOQUENCE.

A new record for forensic eloquence has been set up by the Solicitor-General, Sir John Simon, in the arbitration between the Post Office and the National Telephone Company. His speech for the Post Office lasted 91 days, or 46 hours in all. This beats the previous record, by the Attorney-General, Sir Rufus Isaacs, whose speech in the Appeal Court in the famous financial case of *Wyller v. Lewis*, known as the everlasting law case, extended into the ninth sitting. In the same litigation Sir Edward Carson spoke for eight days.

COMPANY REPORTS.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

The report for the year ending 31st December, is as follows:—

Gentlemen.—The directors now beg to submit to you their report and statement of accounts for the year ending 31st December, 1912.

The net profit for that period, including \$2,021.90 brought forward from last account, amounts to \$4,308.10.

From which have to be deducted:—

Remuneration to directors 5 per cent. on net profit, \$4,014.30

Remuneration to general managers 5 cent. on net profit, \$4,014.30

Leaving a balance of \$85,079.50

Which the directors recommend should be appropriated as follows:—

Pay a dividend of 50 cents per share \$75,000.00

Transfer to insurance reserve fund 5,000.00

Carry forward to new profit and loss account 5,079.50

\$85,079.50

Directors.—In accordance with rule No. 76 of the Company's articles of association the directors, Messrs. J. Scott, Harston, J. W. C. Bonnar, W. J. Patten and Dr. J. W. Noble, retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A., who offer themselves for re-election.

HENRY HUMPHREYS, Chairman.

Hongkong, 25th January, 1913.

BALANCE SHEET AT 31ST DECEMBER, 1912.

LIABILITIES.

Capital account:—

150,000 shares at \$10 each \$1,500,000.00

Insurance reserve fund 227,902.70

Typoon and floods insurance fund 24,353.35

Mortgages 847,625.00

Sundry creditors 219,604.46

Unclaimed dividends 2,349.05

Profit and loss account 94,308.10

\$2,918,045.66

ASSETS.

Amount invested in property \$2,334,959.88

Mortgages and loans 560,417.38

Office furniture 528.00

Accounts receivable 10,314.22

Fire insurance premia unexpired 1,934.83

Cash in hand and at Bank 659.80

Stores

\$2,918,045.66

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1912.

Dr.

To fire insurance premia \$4,799.14

To interest 10,069.43

To repairs 11,132.15

To crown rent 5,327.94

To legal expenses 1,093.50

To general charges 2,189.24

To allowance to general managers to cover office rent and cover office rent and clerks 8,000.00

To auditors' fees 300.00

To balance brought forward from 1911 \$143,199.50

By balance brought forward from 1911 \$2,021.90

By profit on sales of properties 11,530.00

By rent 118,897.88

By transfer fee 143.00

By commission 10,616.72

\$2,918,045.66

W. L. PATTENDEN, Directors.

Dr. J. W. NOBLE, General Managers.

JOHN D. HUMPHREYS & SONS, Exors. Secy.

Secretary.

We report that we have audited the above balance sheet with the books and vouchers of the Company in Hongkong and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st of December, 1912, according to the best of our information and the explanations given us, and as shown by the books of the Company.

We have obtained all the information and explanations we have required.

W. HUTTON POTTS, Auditors.

H. PERCY SMITH, F.C.A., Auditors.

Hongkong, 21st January, 1913.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The report of the board of directors states:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last.

After paying running expenses, salaries, premia of insurance, repairs and all other charges there remains, including \$24,320.03 brought forward from last account, the sum of \$142,845.88 at credit of profit and loss account. From this dividend the directors recommend that a dividend of the half-year of one dollar per share or \$80,000 be paid to shareholders, \$25,000 be written off the book value of wharves, properties and lighters, \$5,000 be transferred to credit of special repairs fund, leaving a balance of \$22,845.88 to be carried forward to new account.

Keen competition on all lines operated by the Company, dullness in the Canton export trade, and heavy loss by exchange in subsidiary currency, have continued during the period under review.

The devastating fire that occurred at Canton on the night of the 8th November last destroyed the Company's Wharf and jointly owned properties, which loss was covered by insurance.

The contract for the construction of the new steamer, mentioned at the last meeting, has been awarded to the Hongkong and Whampoa Dock Co., Ltd. with date of completion end of September of the current year.

During the half-year the steamers have run free of all accidents. The annual Government survey and general overhaul of the *Kinshan*, *Sui An*, *Sui Tai* and *Hanlon* have been effected during this period, and the steamers forming the Company's fleet are now all in good working order.

Mr. F. A. Gomes resigned his seat on the Board on the 15th December last. The retiring auditors, Messrs. A. O'D. Gordin and W. Hutton Potts, offer themselves for re-election.

R. FUHRMANN, Chairman.

BALANCE SHEET.

LIABILITIES.

Amount of capital, 80,000 shares of \$15 each fully paid up \$1,200,000.00

Amount at credit of depreciation and insurance fund 600,000.00

Amount at credit of equalization of dividend fund 250,000.00

Amount at credit of investment fluctuation account 74,468.15

Amount at credit of special repairs fund 14,079.95

Unclaimed dividends 3,949.75

Sundry creditors 33,004.63

Accounts payable 100,573.28

Amount at credit of profit and loss account 142,845.88

\$2,418,912.64

ASSETS.

Value of steamers *Honam*, *Heungshan*, *Sui An*, *Sui Tai*, and *Hoi Sang*, plus of *Kinshan*, and 1/3rd of *Sainam*, *Namning*, *Zintar* and *Sonui*, \$982,000.00

Value of lighters *Sunice* & *Wolce* 4,000.00

Value of wharves, hulks and moorings 115,943.64

Value of properties at Canton, Wuchow and Kowloon 95,991.77

Value of spare gear and stores 20,485.54

Value of furniture 1,000.00

Value of shares and debentures in public companies 228,650.00

Loans on mortgage 167,000.00

Hongkong and Shanghai Banking Corporation, current a/c 80,623.03

Interest accrued to date 215.49

Sundry debtors 22,719.64

Accounts receivable 38,206.23

Insurance premia account 1913 9,737.50

Amount paid on account of new steamer building 44,000.00

\$2,418,912.64

PROFIT AND LOSS ACCOUNT.

Dr.

To amount paid for repairs to steamers \$38,899.12

To directors and auditors' fees 4,250.00

Balance to be appropriated, viz:—

To dividend of \$1 per share on \$80,000 shares \$80,000.00

To be written off book value of steamers 25,000.00

To be written off book value of lighters, wharves & properties 10,000.00

To be carried to special repairs fund 5,000.00

To be carried forward to new account 22,845.88

142,845.88

\$185,995.00

By amount brought forward from last account \$24,320.03

By net earnings of steamers 129,989.34

By income from investments 31,145.63

By transfer fees 40.00

\$185,995.00

DEPRECIATION AND INSURANCE FUND.

Dr.

To balance \$600,000.00

By amount at credit \$600,000.00

\$600,000.00

EQUALIZATION OF DIVIDEND FUND.

Dr.

To balance \$250,000.00

By amount at credit \$250,000.00

\$250,000.00

SPECIAL REPAIRS FUND.

Dr.

To sundry disbursements \$12,433.80

To balance 14,079.95

\$26,513.81

Cr.

By amount at credit \$15,513.81

By amount brought forward from profit and loss account for half-year ending 30th June, 1912 10,000.00

\$26,513.81

Hongkong, 25th January, 1913.

W. E. CLARKE, Secretary.

R. FUHRMANN, Directors.

C. H. ROSS.

We report that we have audited the above balance sheet with the books and vouchers of the Company in Hongkong and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1912, according to the best of our information and the explanations given us, and as shown by the books of the Company.

We have obtained all the information and explanations we have required.

A. O'D. GORDIN, Auditors.

W. HUTTON POTTS, Auditors.

Hongkong, 25th January, 1913.

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

The Hongkong and Kowloon Wharf and Godown Co.'s accounts for 1912 show a balance at credit of profit and loss account of \$518,400.91, which, subject to audit, the directors will recommend to shareholders should be disposed of as follows:—

To pay a dividend of 7% from working profits \$210,000.00

To pay a bonus of 2% from profits on sales of property 60,000.00

Write off Wharves, etc. 78,791.17

Transfer to Equalization of dividend fund 150,000.00

Carry forward 21,609.74

\$518,400.91

HOW PRISONERS ESCAPE.

ANOTHER ESCAPE FROM THE GOVERNMENT CIVIL HOSPITAL.

Chinese constable No. 968 appeared before Mr. Hazeland at the Magistracy yesterday charged with having allowed a prisoner to escape.

Inspector O'Sullivan informed his Worship that on the 22nd instant the constable took charge of a prisoner who was in the Government Civil Hospital and who was under detention on a charge of larceny. Defendant afterwards reported that the prisoner had escaped from his custody, having made his way out of a lavatory window and escaped by means of a scaffolding.

His Worship remarked that the building should be so constructed that men could not get out.

Inspector O'Sullivan replied that the matter had been reported to the Government before, but no steps had been taken.

His Worship said that he would see Mr. King on the subject. It was a very important matter having regard to the fact that there had been other escapes.

Defendant said that when he found the man had escaped he blew his whistle and chased him from roof to roof.

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COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI
MANCHURIA 27,000 tons, twin screws.	Kobe (via Inland Sea)
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.	LULU (the Paradise of the
NILE 11,000 tons.	Pacific) through Service via
CHINA 10,200 tons.	Pacific) through Service via
PERIA 9,000 tons.	NEW YORK to Europe.
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Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	Tuesday	4th Feb.	at 1 P.M.
KOREA	18,000	TUESDAY	18th Feb.	at 1 P.M.	
SIBERIA	18,000	TUESDAY	25th Feb.	at 3 P.M.	
CHINA	10,200	TUESDAY	4th Mar.	at 1 P.M.	
MANCHURIA	27,000	TUESDAY	18th Mar.	at 3 P.M.	
NILE	11,000	TUESDAY	25th Mar.	at 1 P.M.	
MONGOLIA	27,000	TUESDAY	1st Apr.	at 1 P.M.	
PERIA	9,000	TUESDAY	15th Apr.	at 1 P.M.	
KOREA	18,000	TUESDAY	22nd Apr.	at 1 P.M.	

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb. ... CHINA	27th Feb.	21st Feb. ... MANCHURIA	23rd Feb.
15th Mar. ... NILE	20th Mar.	8th Mar. ... NILE	10th Mar.
15th Apr. ... PERIA	17th Apr.	16th Mar. ... MONGOLIA	18th Mar.
13th May ... CHINA	15th May.	5th Apr. ... PERIA	7th Apr.
3rd June ... NILE	5th June.	13th Apr. ... KOREA	15th Apr.

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King's Building (opposite Blake Pier).
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

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(ANDREW WEIR & CO.)

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SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMER	...	...	...	...	Early March.
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To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Fare Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

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Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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S.S. "DUNERIO" ... 3,000 tons ... End of February.

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MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: ... From Colombo: ...
Connecting with S.S. "SALAMIS" 10th Feb.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 30th JANUARY, 1913.

8 a.m. "HONAM" 10 p.m. "KINSHAN"

8 a.m. "HONGSHAN" 5 p.m. "FATSHAN"

FRIDAY, 31st JANUARY, 1913.

8 a.m. "HONGSHAN" 10 p.m. "FATSHAN"

8 a.m. "HONAM" 5 p.m. "KINSHAN"

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 2nd FEBRUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS Tons DATE OF SAILING.

SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 31st Jan.

Kobe and MOJI "CANTON" ... 6,500 ... On 3rd Feb.

COPENHAGEN and "CANTON" ... 6,500 ... On 3rd Feb.

BALTIC PORTS ...

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.

YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily bath, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago, Salt Lake City and Denver.

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern ports.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

[57]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.

S.S. "AFRICA," 8,840 tons, will leave as above on 10th Feb., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at 10 p.m.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and VENICE via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Feb.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through-rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIEBER & Co., Agents.

Hongkong, 30th January, 1913.

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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL.

NAPLES, GENOA, ALGIERE, "GOEBEN," Capt. A. AHLBORN, 18,300 {Tuesday, 4th

GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN... Feb., at 10 a.m.

* Calling at Manila.

SHANGHAI, TSINGTAU, KOBE, "DERFFLINGER," Capt. F. PROSCH, 17,000 {About Thursday, 6th Feb.

and YOKOHAMA ...

MANILA, YAP, MARONN, "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 {Saturday, 22nd

NEWGUINEA, BRISBANE, Feb., at 9 a.m.

SYDNEY and MELBOURNE ...

KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 {About Tuesday, 4th Feb.

KUDAT and SANDAKAN ... "BOERNEO," Capt. F. SEMBIL, 5,000 {Thursday, 30th

Jan., at 10 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th January, 1913.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP DISPLACEMENT.

"GOEBEN" ... 17,300 tons ON FEBRUARY 4TH.

"BREMEN" ... 21,000 " ON FEBRUARY 19TH.

"DERFFLINGER" ... 17,250 " ON MARCH 4TH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

"BUELOW" ... 17,250 " ON APRIL 1ST.

"PRINZESS ALICE" ... 20,300 " ON APRIL 16TH.

"LUETZOW" ... 17,300 " ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERE, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

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PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO ... 4,000 McMurray ... Manila, Mangarin, On 5th Feb., 4 p.m.

RUBI ... 4,000 J. Miller ... Manila, Mangarin, On 15th Feb., 4 p.m.

For Freight or Passage, apply to

SKEWAN, TOMES & Co., General Managers

Hongkong, 28th January, 1913.

PHILIPPINES S.S. Co.

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BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Aedon, will be despatched for

YOKOHAMA, KOBE and MOJI on 30th Jan. at Noon.

S.S. "HONGWA," 5,298 tons, Capt. Fyeh, will be despatched to

KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 14th Feb.

WESTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt.

SHIPPING

ARRIVALS.
ANNUA, British str., 1,350, J. B. Harris, 29th January—Shanghai 29th January, General—Wieder & Co.
BOHEMIA, Austrian str., A. Meorano, 29th January—Singapore 29th January, General—Wieder & Co.
CHONGSHING, British str., 1,989, V. McC. Liddell, 29th January—Bangkok 29th January, General—Jardine, Matheson & Co.
CHONGHAI, British str., 29th January—Canton.
CHIVAN, Chinese str., 1,177, Jamieson, 29th January—Shanghai 29th January, General—Chinese.
E. FRANZ FERDINAND, Austrian str., 3,006, P. A. Lover, 29th January—Singapore 29th January, General—Wieder & Co.
HAIKUN, British str., 1,183, J. S. Roach, 29th January—Swatow 29th January, General—Douglas, Lapraik & Co.
KUMCHOW, British str., 1,450, Martin, 29th January—Saigon 29th January, Rice and General—Chinese.
LOVAT, British str., 3,001, R. Glegg, 28th January—Shanghai 29th January, General—Dodwell & Co.
SINGAN, British str., 1,047, Robinson, 28th January—Haiphong 29th January, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
BOHEMIA, British str., for Shanghai.
DAICHI MARU, Jap. str., for Watsun.
HANOI, French str., for Singapore.
OPAND, Norwegian str., for Bangkok.
SENIA, German str., for Ragoon.
TEIYU MARU, Japanese str., for Ragoon.

DEPARTURES.
ANNUA, British str., for Canton.
BENJAMIN, British str., for London.
CHONGSHING, British str., for Canton.
HAIKUN, British str., for Swatow.
HONGSHANG, British str., for Canton.
HONG WAN, British str., for Amoy.
JOHANNES, German str., for Tournay.
KAIYO MARU, Japanese str., for Fochow.
KASHIMA, British str., for Saigon.
MISHIMA MARU, Japanese str., for L'don.
SHIMODA, British str., for Yokohama.
SIKIANG, French str., for Haiphong.
TAMU, British str., for Swatow.
TUJAHOM, Dutch str., for Batavia.
WINGSONG, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Haitan* reports: Strong monsoon from Fochow to Swatow; hence to Hongkong notherly fresh breeze, sea moderate, fine and clear.

PASSENGERS.

ARRIVED.
 Per *Ankai*, from Shanghai, Mrs. Simons, Mr. and Mrs. Micker, Dr. Cadbury, Dr. Plass, Mr. Barber and Miss Roop.
 Per *Haitan*, from Swatow, Mr. W. A. Main, Mr. L. P. Peck, Miss Griffith, Dr. Hobson, Mr. A. S. Mashikan, Mr. S. Babai and Mr. G. G. Wood.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *Siberia*, carrying the American mail, left Yokohama for this port via Manila on the 29th January, between 10 a.m. and noon.
 The P.M. str. *China* left San Francisco on the 17th January, for Hongkong, via Honolulu, Japan ports and Manila.
 The T.K.K. str. *Shingo Maru*, with U.S. mails, is expected to arrive at this port on the 31st January, at daylight.
 The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port, via Honolulu, the usual Japan Ports and Manila on Thursday, the 23rd inst.
THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prinz Sigismund* left Sydney on Saturday, the 11th of January, at 11 a.m., and may be expected here on or about Monday, the 3rd of February.
 The E. & A. str. *Alldham* from Sydney, etc., will arrive at Manila on the 6th February.
 The E. & A. str. *Empire* left Sydney on the 20th January, for this port (via Queensland ports, Timor and Manila).
THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s str. *Himalaya* left Singapore for this port on the 25th inst., at 10 a.m., with the outward English mails, and is due here to-day, at about 10 a.m.
THE GERMAN MAIL.
 The I.G.M. str. *Derfflinger*, carrying the German mails with dates from Berlin of the 8th January, left Colombo on the 26th January, and may be expected here on or about 6th February.
MERCHANT STEAMERS.
 The A.L. str. *E. F. Ferdinand* left Singapore for this port on the 23rd January and will arrive here on the 30th January.
 The str. *Genlogos* left Singapore on Saturday, the 25th inst., and is due here on Friday, the 31st inst.
 The Swedish East Asiatic Co.'s str. *Yeddo* left Singapore on the 29th January, and is expected to arrive here on the 31st January.
 The Swedish East Asiatic Co.'s str. *Canton* left Vladivostok on the 27th January, and is expected to arrive here on the 3rd February.
 The Ben Line str. *Benvenuto* from Mid-lesbro', Antwerp and London left Singapore on the 26th inst., for this port.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Fatshing, from Singapore, is due in Hongkong 31st January.
Onsang, from Chinwantao, is due in Hongkong 31st January.
Fatshing, from Calcutta, is due in Hongkong 1st February.
Fookshing, from Moji, is due in Hongkong 1st February.
Lokung, from Weihaiwei, is due in Hongkong 2nd February.
Namsang, from Calcutta, is due in Hongkong 4th February.
Fookshing, from Guaymas, is due in Hongkong 5th February.
SHIRE LINE, LIMITED.
Den of Crombie, from London, is due in Hongkong 8th February.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Quilon, from Rangoon, is due in Hongkong 19th February.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.		1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.			
LONDON, via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cockman, R.M.B.	P. & O. S. N. Co.	On 1st Feb., at Noon.			
LONDON & ANTWERP via SINGAPORE, &c.	SUNDA	Brit. str.	—	C. E. Irving, R.N.E.	P. & O. S. N. Co.	About 5th Feb.			
LONDON & ANTWERP.	PENINSULAR	Ger. str.	K. W.	Luening	JARDINE, MATHESON & Co., Ltd.	About 6th Feb.			
HAVRE, BREMEN & HAMBURG, &c.	BRIGATIA	Ger. str.	K. W.	Gierstenbrun	HAMBURG-AMERIKA LINIE	On 5th Feb.			
HAVRE, ROTTERDAM, BREMEN & HAMBURG, &c.	O. J. D. AMLERS	Ger. str.	K. W.	Frederichs	HAMBURG-AMERIKA LINIE	On 8th Mar.			
HAVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	K. W.	Diedrichsen	HAMBURG-AMERIKA LINIE	On 16th Mar.			
MARSEILLES, BREMEN & HAMBURG, &c.	KAGA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA	On 10th Feb.			
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BELOARVIA	Ger. str.	K. W.	Rassau	HAMBURG-AMERIKA LINIE	On 12th Feb., at D'light.			
MARSEILLES, BREMEN & HAMBURG, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 15th Mar.			
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	INABA MARU	Jap. str.	—	S. Tomioka	NIPPON YUSEN KAISHA	On 5th Feb., at 2 P.M.			
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 11th Feb., at Noon.			
NAPLES, GENOA, AIGERS, GIBRALTAR, STON, MANILA	GOEBEN	Ger. str.	—	A. Ahlborn	MELCHERS & Co.	On 20th Feb., at 2 P.M.			
TRIESTE, Fiume, Venice via SINGAPORE, &c.	VORWAERTS	Ger. str.	—	—	SANDER, WIELER & Co.	On 4th Feb., at 10 A.M.			
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Brit. str.	—	—	SANDER, WIELER & Co.	About 10th Feb.			
NEW YORK via SUEZ CANAL	INDUWATI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 13th Feb., at 5 P.M.			
BOSTON & NEW YORK	LELAT	Brit. str.	—	—	—	On 15th Feb.			
BOSTON & NEW YORK via FORTS & SUEZ CANAL	INDRADISO	Am. str.	—	—	DODWELL & Co., Ltd.	About 30th inst.			
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	SHAWAN, TOMES & Co.	About 26th Feb.			
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 8th Feb., at 7 A.M.			
VANCOUVER (B.C.) & PORTLAND (Or.)	SITHONIA	Ger. str.	K. W.	Kotze	CANADIAN PACIFIC R. Co.	On 8th Mar., at 7 A.M.			
VANCOUVER via SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd Mar.			
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.	On 4th Feb., at 1 P.M.			
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 11th Feb., at Noon.			
COPENHAGEN & BALTIC PORTS	CANTON	Swed. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th Feb., at 1 P.M.			
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	1 m.	—	ARTHUR NISSON & Co.	On 3rd Feb.			
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	GIBB, LIVINGSTON & Co.	On 1st Feb., at 11 A.M.			
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 3rd Feb.			
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lons	NIPPON YUSEN KAISHA	On 12th Feb., at Noon.			
CAPEPORTS via MAURITIUS	DUNROIC	Brit. str.	—	Tallock	MELCHERS & Co.	On 22nd Feb., at 9 A.M.			
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KIYO MARU	Jap. str.	—	—	THE BANK LINE LIMITED	End of Feb.			
YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	—	C. P. Aeddon	TOYO KISEN KAISHA	On 1st Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	E. F. FERDINAND	Ans. str.	—	—	DAVID SASSON & Co., Ltd.	To-day, at Noon.			
YOKOHAMA, KOBE & MOJI	YATHING	Brit. str.	—	R. Y. Anderson	SANDER, WIELER & Co.	About 1st Feb.			
YOKOHAMA, KOBE & MOJI	QUILOA	Brit. str.	—	Cole	JARDINE, MATHESON & Co., Ltd.	On 4th Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	HITACHI MARU	Jap. str.	—	T. Yamawaki	JARDINE, MATHESON & Co., Ltd.	On 11th Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	PRINZ SIGISMUND	Ger. str.	—	P. Lenz	NIPPON YUSEN KAISHA	To-day, at 11 A.M.			
YOKOHAMA, KOBE & MOJI	THONGWA	Brit. str.	—	D. Leuz	MELCHERS & Co.	About 4th Feb.			
YOKOHAMA, KOBE & MOJI	KUMASO MARU	Jap. str.	—	Fysh	DAVID SASSON & Co., Ltd.	On 14th Feb.			
YOKOHAMA, KOBE & MOJI	YUJI MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 12th Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	YUJI MARU	Jap. str.	1 m.	Benson	JATA-CHINA-JAPAN LINE	Quick despatch.			
YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str.	—	H. G. Evans R.M.B.	BUTTERFIELD & SWIRE	To-day, at 4 P.M.			
YOKOHAMA, KOBE & MOJI	ANBU	Brit. str.	1 m.	A. Mocker	P. & O. S. N. Co.	To-day, at 5 P.M.			
YOKOHAMA, KOBE & MOJI	CHONGHAI	Brit. str.	—	J. B. Harris	NIPPON YUSEN KAISHA	To-day.			
YOKOHAMA, KOBE & MOJI	KIRIN MARU	Jap. str.	—	M. Courtney	ARTHUR NISSON & Co.	To-morrow.			
YOKOHAMA, KOBE & MOJI	HANGSANG	Brit. str.	—	M. Deguchi	BUTTERFIELD & SWIRE	On 1st Feb., at Night.			
YOKOHAMA, KOBE & MOJI	DEMPFLINGER	Ger. str.	—	Spencer White	JARDINE, MATHESON & Co., Ltd.	On 2nd Feb., at D'light.			
YOKOHAMA, KOBE & MOJI	NAMUR	Brit. str.	—	F. Prosch	NIPPON YUSEN KAISHA	On 3rd Feb.			
YOKOHAMA, KOBE & MOJI	NAMUR	Brit. str.	—	A. Collyer	JARDINE, MATHESON & Co., Ltd.	On 4th Feb., at D'light.			
YOKOHAMA, KOBE & MOJI	PAUL LEBAT	Franch. str.	—	G. M. B. Lake	MELCHERS & Co.	About 6th Feb.			
YOKOHAMA, KOBE & MOJI	DEN OF CROMBIE	Ger. str.	K. W.	Lancelotti	P. & O. S. N. Co.	About 7th Feb.			
YOKOHAMA, KOBE & MOJI	O. J. D. AMLERS	Ger. str.	K. W.	Frerichs	JARDINE, MATHESON & Co., Ltd.	On 8th Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	ALPHEUS	Am. str.	—	—	MESSAGERIES MARITIMES	On 10th Feb., at 6 P.M.			
YOKOHAMA, KOBE & MOJI	TEODOS	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 10th Feb.			
YOKOHAMA, KOBE & MOJI	SOSHU MARU	Jap. str.	—	K. Tashira	HAMBURG-AMERIKA LINIE	On 11th Feb.			
YOKOHAMA, KOBE & MOJI	DAIJIN MARU	Jap. str.	—	T. Fuchigami	SANDER, WIELER & Co.	On 1st Mar., at D'light.			
YOKOHAMA, KOBE & MOJI	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	JATA-CHINA-JAPAN LINE	Quick despatch.			
YOKOHAMA, KOBE & MOJI	HAIYANG	Brit. str.	2 h.	J. S. Roach	OSAKA SHOSHEN KAISHA	On 5th Feb., at 8 A.M.			
YOKOHAMA, KOBE & MOJI	HAIYANG	Brit. str.	2 h.	J. W. Evans	OSAKA SHOSHEN KAISHA	On 2nd Feb., at 10 A.M.			
YOKOHAMA, KOBE & MOJI	YUENAN	Brit. str.	—	P. H. Rolfe	DOUGLAS LAFRAIK & Co.	On 4th Feb., at D'light.			
YOKOHAMA, KOBE & MOJI	KAIPOONG	Brit. str.	1 m.	Sifford	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.			
YOKOHAMA, KOBE & MOJI	ZAPORO	Am. str.	—	F. S. McMurray	JARDINE, MATHESON & Co., Ltd.	On 2nd Feb., at 10 A.M.			
YOKOHAMA, KOBE & MOJI	LOONGSANG	Brit. str.	—	Loak	NIPPON YUSEN KAISHA	On 1st Feb., at 2 P.M.			
YOKOHAMA, KOBE & MOJI	GURU	Dut. str.	—	Miller	BUTTERFIELD & SWIRE	On 4th Feb., at 4 P.M.			
YOKOHAMA, KOBE & MOJI	TUJAROH	Jap. str.	—	Christiansen	SHAWAN, TOMES & Co.	On 5th Feb., at 4 P.M.			
YOKOHAMA, KOBE & MOJI	KAWACHI MARU	Jap. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 8th Feb., at 2 P.M.			
YOKOHAMA, KOBE & MOJI	POKSHAN	Brit. str.	—	T. Sato	SHAWAN, TOMES & Co.	On 15th Feb., at 4 P.M.			
YOKOHAMA, KOBE & MOJI	TOMA MARU	Jap. str.	—	H. W. Tallent	JATA-CHINA-JAPAN LINE	Quick despatch.			
YOKOHAMA, KOBE & MOJI	FUTZALA	Brit. str.	—	R. F. Thomson	NIPPON YUSEN KAISHA	On 3rd Feb.			
YOKOHAMA, KOBE & MOJI	ABRATON AFGAR	Ger. str.	—	F. Semblin	JARDINE, MATHESON & Co., Ltd.	On 6th Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	BORNEO	Ger. str.	1 m.	J. D. Milne	NIPPON YUSEN KAISHA	On 8th Feb.			
YOKOHAMA, KOBE & MOJI	SIGON	Brit. str.	1 m.	E. de Catalano	JARDINE, MATHESON & Co., Ltd.	On 9th Feb., at Noon.			
YOKOHAMA, KOBE & MOJI	SINGAN	Brit. str.	—	—	DAVID SASSON & Co., Ltd.	On 12th Feb.			
YOKOHAMA, KOBE & MOJI	SI-KIANG	Fren. str.	—	—	MELCHERS & Co.	To-day, at Noon.			
YOKOHAMA, KOBE & MOJI	KWANG CHOW WANG & HAIPHONG	—	—	—	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.			
YOKOHAMA, KOBE & MOJI	KWANG CHOW WANG & HAIPHONG	—	—	—	MESSAGERIES MARITIMES	On 12th Feb., at 9 A.M.			

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE	DEPARTURE
LONDON & ANTWERP	"PEMBROKESHIRE"	—	About 6th Feb.
SHANGHAI, KOBE & YOKOHAMA	"DEN OF CROMBIE"	—	About 10th Feb.
LONDON & ANTWERP	"CARMARTHENSHIRE"	—	About 10th Mar.
SHANGHAI, KOBE & YOKOHAMA	"DEN OF GLAMIS"	—	About 10th Mar.

* Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Hongkong, 17th January, 1913.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE	DEPARTURE
MANILA	"YUENAN"	Saturday	1st Feb. 2 P.M.
SHANGHAI	"CHONGSANG"	Sunday	2nd Feb. D'light.
YOKOHAMA	"HANGSANG"	Tuesday	4th Feb. D'light.
YOKOHAMA, KOBE & MOJI	"YATSHING"	Tuesday	4th Feb. Noon.
YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Thursday	6th Feb. Noon.
YOKOHAMA, KOBE & MOJI	"LOONGSANG"	Saturday	8th Feb. Noon.
MANILA	"LOONGSANG"	Saturday	8th Feb. 2 P.M.

RETURN TOURS TO JAPAN.
 The Steamers "KUTANG" & "NAMSANG" leave about every 3 weeks for Shanghai and returning to Koba (Inland Sea) and Moji to Hongkong.
 A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Taientan and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 30th January, 1913.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

WESTWARD.
 The S.S. "FULTALA" 4,154 tons gross, Capt. H. W. Tallent, will be despatched for SINGAPORE, PENANG and RANGOON on the 9th Feb., at Noon, taking Cargo at Current Rates.

EASTWARD.
 The S.S. "QUILOA" 7,697 tons gross, Captain Cole, will be despatched for YOKOHAMA and KOBE on the 11th Feb., at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
 AGENTS.
 Telephone No. 215.
 Hongkong, 29th January, 1913.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong.	From St. John.
"EMPRESS OF JAPAN" Sat., 8th Feb.	"EMPRESS OF IRELAND" Fri., 7th Mar.
"MONTEAGLE" Sat., 8th Mar.	"EMPRESS OF IRELAND" Fri., 4th Apr.
From Quebec.	
"EMPRESS OF INDIA" Sat., 5th Apr.	"EMPRESS OF IRELAND" Fri., 2nd May.
"EMPRESS OF JAPAN" Sat., 26th Apr.	"ALLAN LINE" Fri., 23rd May.

Steamships leave HONGKONG at 7 A.M.
 The direct route to CANADA UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN, N.B. with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate Steamship 249 251.
 "Monteagle" 251.
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	5 P.M. 30th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	1st Feb.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA	About 5th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGASAKI and YOKOHAMA	Capt. A. Collyer	About 7th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th January, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW	"SAIGON"	On 30th Jan., Noon.
SHANGHAI	"CHINHUA"	On 30th Jan., 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"SINGAN"	On 31st Jan., 10 A.M.
SHANGHAI	"ANHUI"	On 1st Feb., 11 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 30th January, 1913. TELEPHONE 36. AGENTS. 17

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	7th Feb.	On 1st Feb., 11 A.M. On 1st Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS. 47

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from HONGKONG, MANILA and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. O. J. D. AHLERS	11th Feb.
S.S. SILESIA	15th Feb.
S.S. SUEVIA	15th Feb.
S.S. SUEZIA	25th Feb.
S.S. SUNDIA	10th Mar.
S.S. SITHONIA	23rd Mar.

For Further Particulars, apply to—

For HAVRE, BREMEN & HAMBURG:	S.S. ALTMARK	5th Feb.
For MARSEILLES, BREMEN, HAMBURG & ANTWERP:	S.S. GOLDENFELS	10th Feb.
For HAVRE, ROTTERDAM, BREMEN & LONDON:	S.S. BRISGAVIA	8th Mar.
For MARSEILLES, BREMEN & HAMBURG:	S.S. BELGRAVIA	15th Mar.
For HAVRE, BREMEN & HAMBURG:	S.S. O. J. D. AHLERS	15th Mar.
For VANCOUVER (B.C.) & PORTLAND (Or.):	S.S. SITHONIA	22nd Mar.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th January, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Roach	FRIDAY, 31st Jan., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 4th Feb., at 10 A.M.

* This Steamer will not Call at Swatow.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 2nd Feb., at 10 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th January, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th February, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS)

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

FORTNIGHTLY. TONKIN FAST LINE.

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 12th Feb., 1913, at 9 A.M.

For Passages and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED-SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Hamada	SATURDAY, 22nd Mar., at 2 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 2nd April, at 2 P.M.
"SEATTLE MARU"	T. Saito	SATURDAY, 19th April, at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

For FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAISO MARU"	Y. Yamamoto	Leave

For TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 2nd Feb., at 10 A.M.
"DAIGI MARU"	Y. Somakawa	Leave

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 5th Feb., at 8 A.M.

For CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 31st Jan.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER

Second Floor, No. 1, Queen's Building.

772-7

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

(TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.
THROUGH-TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	Noon, SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ASSAYE 7500	February 1	MALOA 12500	Mar. 1	Mar. 7
HIMALAYA 7000	February 15	MOBEA 10000	Mar. 15	Mar. 21
DEVANHA 8000	March 1	MABMOBA 10500	Mar. 29	Mar. 21
DELTA 8000	March 15	MEDINA 12500	April 12	April 18
INDIA 8000	March 29	Through Steamer	April 26	May 2
ASSAYE 7500	April 12	MONGOLIA 10000	May 10	May 16
DEVANHA 8000	April 26	MACEDONIA 10500	May 24	May 30
CHINA 8000	May 10	MALWA 11000	June 7	June 13
DELTA 8000	May 24	MOOLTAN 10000	SUNDAY June 22	SATURDAY June 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £43.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOYARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 15	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd £33.10 £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU	12,500	WEDNESDAY, 13th Feb., at Daylight.
	ATSUTA MARU	16,000	WEDNESDAY, 26th Feb., at D'light.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU	12,500	TUESDAY, 11th Feb., at Noon.
	SHIDZUOKA MARU	12,500	TUESDAY, 25th Feb., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	WEDNESDAY, 12th Feb., at Noon.
	KUMANO MARU	9,300	WEDNESDAY, 12th Mar., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU	12,000	SATURDAY, 8th Feb.

BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU	12,500	MONDAY, 3rd Feb.
	HITACHI MARU	12,500	THURSDAY 30th Jan., at 11 A.M.
KOBE and YOKOHAMA	TOTOMI MARU	5,000	THURSDAY 30th Jan.
SHANGHAI, MOJI and KOBE	KUMANO MARU	9,300	WEDNESDAY, 12th Feb., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KIRIN MARU	5,000	MONDAY, 3rd Feb.
SHANGHAI, KOBE and YOKOHAMA			

* Fitted with New System of Wireless Telegraphy.

* Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS DISPLACEMENT	LEAVING HONGKONG.
NISHIMA MARU	16,000	29th January
KAGA	12,500	12th February
ATSUTA	16,000	26th February
HITACHI	13,000	12th March
MITSUBISHI	16,000	26th March
KITANO	16,000	9th April
IYO	12,500	23rd April
HIBANO	16,000	7th May
TANGO	13,500	21st May

FOR AMERICA.

STEAMERS	TONS DISPLACEMENT	LEAVING HONGKONG.
INABA MARU	12,500	11th February
SHIDZUOKA	12,500	25th February
TAMBA	12,500	11th March
AWA	12,500	25th March
YOKOHAMA	12,500	4th April
INABA	12,500	22nd April
SHIDZUOKA	12,500	6th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

111-12-15

